

# CHINA



# MAIL.

Established February, 1845. With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXII. No. 4037. 號六月六年六十七百八千一英 HONGKONG, TUESDAY, JUNE 6, 1876. 日五十月五年子丙 Price, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 80, Cornhill. GORDON & GORDON, Ludgate Circus, E.C. BATES, HENDY & Co., 4, Old Jewry, E.C. SAMUEL DRACON & Co., 150 & 163, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

CHINA.—SWATOW, QUEEN & CAMPBELL, Amoy, GILLES & Co. Foochow, HENDERSON & Co. Shanghai, LANE, CRAWFORD & Co., and KELLY & Co. Manila, J. HENDERSON & Co. Macao, L. A. DE GRAJA.

## Banks.

COMPTOIR D'ESCOMPTE DE PARIS. INCORPORATED BY NATIONAL DECREE OF 7TH AND 8TH MARCH, 1848.

BY IMPERIAL DECREE OF 25TH JULY, 1854, AND 31ST DECEMBER, 1866.

Recognised by the INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

PAID-UP CAPITAL, 80,000,000 3,200,000  
RESERVE FUND, 20,000,000 800,000

HEAD OFFICE.—14, Rue Bergère, Paris.

LONDON AGENCY.—144, Leadenhall St., E.C.

AGENTS.—At Nantes, Lyons, Marseilles, Brussels, Bombay, Calcutta, St. Denis (Ile de la Réunion), Hongkong, Shanghai and Yokohama.

LONDON BANKERS.—Bank of England, Union Bank of London.

## HONGKONG AGENCY.

INTEREST ALLOWED

ON Current Deposit Account at the rate of 2 per cent. per annum on the monthly minimum balances, and on Fixed Deposits at rates which may be ascertained at the office.

CHIEF MANAGER, J. F. CORDEN, Esq.

Deputy Chairman—AD. ANNE, Esq.

J. F. CORDEN, Esq. S. W. POMEROY, Esq.  
H. HOPKINS, Esq. F. D. SASSOON, Esq.  
A. McIVER, Esq.

CHIEF MANAGER, JAMES GREGG, Esq.

Shanghai, E. WEN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

## HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balances.

On Fixed Deposits:—  
For 3 months, 2 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREGG, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East, Hongkong, February 17, 1876.

## Notices of Firms.

NOTICE.

WE have authorized Mr. HUGO LUBBS to sign our Firm at Foochow per procuration.

SIEMSEN & Co. Hongkong, May 18, 1876.

NOTICE.

I have this day authorized Mr. J. Y. V. SHAW to sign my name per procuration.

A. MACG. HEATON. Hongkong, January 1, 1876.

NOTICE.

MR. THEOPHILUS GEE LINSTEAD is authorized to sign our Firm in Hongkong and Canton.

PURDON & Co. China, June 1, 1876.

NOTICE.

MR. H. MUNSTER SCHULTZ has been authorized to sign our Firm per procuration.

WIELER & Co. Hongkong, June 1, 1876.

## Notices of Firms.

NOTICE.

WE have Established branches of our Firm at Haiphong and Hanoi. Mr. E. CONSTANTIN is authorized to sign by procuration in Tonquin.

LANDSTEIN & Co. Hongkong, December 31, 1875.

NOTICE.

THE Undersigned have entered into Co-partnership from the First day of January, 1876, in the Business of Ship-brokers at this Port, under the style of MORRIS & RAY.

A. G. MORRIS.  
E. C. RAY.

Bank Buildings, Hongkong, February 8, 1876.

NOTICE.

THE Undersigned has been appointed SURVEYOR to LLOYDS REGISTER at this Port.

R. H. CAIRNS. 1, Club Chambers, Hongkong, April 20, 1876.

## For Sale.

SAYLE & Co.

WE beg to call special attention to our Show-room and Ladies' Outfitting Departments.

WE are offering a fine assortment of Japanese Silks, which will wear well, at 65 cents per yard, worth \$1.

Summer Dresses:—  
Satin Striped Poplins.  
Figured Poplins.  
Fancy and Plain Grenadines.  
Black and Fancy Gauzes.  
Fancy Silks. Black Silks.  
Niagara Striped Muslins.  
White Brillantes.

A lot of Lace Goods at less than half price.

Made-up Wrappers and Costumes.  
Embroidered Skirts.  
Ladies' and Children's Under-clothing.  
Straw Hats and Bonnets.  
Feathers and Flowers.

Ladies' and Children's Hosiery.

Our Dressmaking Department is under the supervision of a Court Dressmaker.

Our Millinery Department is under the supervision of a West End Milliner.

SAYLE & Co.,  
VICTORIA EXCHANGE,  
Queen's Road & Stanley Street.

FOR SALE.

200 Oaks CLARET from BORDEAUX. Apply to LANDSTEIN & Co. Hongkong, March 10, 1876.

TAKASIMA COLLIERY.

JARDINE, MATHESON & Co., Agents.

FOR SALE, Large Takasima Coal, at \$8 per ton, ex Godown. Small Takasima Coal, \$6 per ton, ex Godown.

Apply to T. G. GLOVER, No. 7, Queen's Road, and at East Point. Hongkong, May 16, 1876.

FOR SALE.

A NUMBER of NEW IRON WATER TANKS, 4 Feet square.

Apply to CAPTAIN on BOARD, American Bark "American Lloyd." Hongkong, May 30, 1876.

Intimations.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE OF REMOVAL.

THE OFFICES of the PACIFIC MAIL STEAMSHIP COMPANY have THIS DAY been REMOVED to the Premises No. 16, PRAYA CENTRAL, lately occupied by Messrs. HOLLIDAY, WINE & Co.

G. B. EMORY, Agent. Hongkong, June 5, 1876.

FOR SALE.

FRUPP'S CAST STEEL WORKS, Essen (Germany.)

Sole Agent for China, F. FRIL, HONGKONG, SHANGHAI, COLOSSE (Germany.)

LOONG SHING & Co.,  
DEALERS IN ANCIENT  
CHINESE CURIOSITIES  
AND  
HOUSEHOLD FURNITURE,  
No. 24, Wellington Street,  
HONGKONG.

## Intimations.

THE MEDICAL HALL,  
37, Queen's Road, Hongkong.  
ESTABLISHED 1853.  
TH. KOFFER, Proprietor.  
Hongkong, April 28, 1876.

HONGKONG.

CHS. J. GAUPP & Co.,  
WATCHMAKERS & JEWELLERS,  
38, Queen's Road,  
NAUTICAL INSTRUMENTS,  
CHRONOMETERS,  
&c., &c., &c.

Carefully Repaired, Cleaned and accurately rated under guarantee.

All Repairs in the above line done at reasonable rates and with despatch.

Hongkong, May 1, 1876.

IN CONSEQUENCE OF THE REDUCTION OF THE PRICE OF THE "SHANGHAI COURIER AND CHINA GAZETTE,"

IT WILL BE THE CHEAPEST DAILY PAPER IN CHINA and as a large INCREASE OF CIRCULATION MAY BE CONFIDENTLY ANTICIPATED, THE ADVANTAGE TO ADVERTISERS IS OBVIOUS.

AH YON,  
SHIPS' COMPRADORE AND STEVEDORE,  
No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES

Of the best quality and at the shortest notice.

Hongkong, May 1, 1876.

AFONG,  
PHOTOGRAPHER,  
by appointment, to  
H. E. SIR ARTHUR KENNEDY,  
GOVERNOR OF HONGKONG;  
and to  
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

Wyndham Street, formerly ATHLETIC CLUB.

HAS on hand the Largest and Best collection of Views, &c., of Amoy, Formosa and all the different Chinese Ports.

Also, A large assortment of Photographic Albums, Frames, Writing Cases, Desks and many other ornamental and useful articles too numerous to mention.

Hongkong, May 16, 1876.

## COSSMOPOLITAN DOCKS.

THE DOCKS being now completed, are capable of Docking any size Vessels frequenting this Port, and executing any REPAIRS required.

A large quantity of SEARS, LUMBER, IRON, COPPER, YELLOW METAL, &c., &c., always kept in Stock at cheap rates.

Length of Dock, 455 Feet.  
Breadth do., 52 "  
Depth of Water, Springs, 24 "  
do. do., Neaps, 21 "

The following Rates will be charged until further notice:—  
Recuperating, including Dockage, Shoring, Labor, Fuel, Pitch, Tar and Oakum, 80 cents per Sheet.

Painting Iron Steamers, including Dockage, 2 Coats Paint and 1 Coat Tallow, 35 cents per Ton Gross Register.

Painting Iron Steamers, including Dockage, 1 Coat Paint and 1 Coat Tallow, 80 cents per Ton Gross Register.

For further particulars, apply to W. B. SPRATT & Co., 9, Praya East. Hongkong, April 20, 1876.

FOOCHOW DOCK.  
PAGODA ANCHORAGE.

THE above granite doored Dock is 400 feet long, 55 feet wide at entrance, and has 18 feet of water on the sill at average neap, and 17 feet at average spring tides. The Dock is fitted with calson gate, and is pumped out by steam.

The Workshop comprises Foundry for iron and brass castings, Machine Shop, which contains screw-cutting and small lathes, Drilling and Screwing Machine, &c.; Blacksmith's and Carpenter's Shops.

A large Stock of Timber, Metals and other Dockyard materials necessary for the Repairs of Iron or Wooden Steam and Sailing Vessels, always on hand.

A Steam-tug is available at all times to tow vessels at reasonable rates.

For terms and estimates, apply to JOHN FORSTER & Co., Foochow, or JAMES ANDERSON, Superintendent, Foochow, May 21, 1876.

## Intimations.

THE GREAT NORTHERN TELEGRAPH COMPANY.  
HEAD OFFICE, Shanghai, 28th May, 1876.

FROM and after this Date, the Rate for MESSAGES between this and GUTZLAF is Reduced from \$4 to \$2 for 20 Words. Arrangements may be made for reporting by wire any Signals hoisted by Vessels passing.

GEORGE J. HELLAND, General Agent.

June 5, 1876.

NOTICE.

SAILMAKING DEPARTMENT.

DURING the Temporary Absence of our Mr. W. DOLAN, this DEPARTMENT will be CARRIED ON as heretofore, under the Superintendence of Experienced FOREMEN, who have acted in this capacity under Mr. Dolan for 13 years. All Orders in this Branch of Business will have our careful attention.

MACGOWEN, FRICKEL & Co. Hongkong, June 1, 1876.

## Shipping.

FOR MANILA (DIRECT.)  
The Spanish Steamer "SALVADORA,"  
HORMAZABE, Master, will leave as above on WEDNESDAY Next, the 7th Instant, at Noon.

For Freight or Passage, apply to REMEDIOS & Co. Hongkong, June 5, 1876.

FOR SINGAPORE AND PENANG.  
Per British Steamer "CITY OF EXETER,"  
Captain JOHN GORLEY, will load here for the above Ports, and will leave on WEDNESDAY, the 7th Inst., at 2 p.m.

For Freight or Passage, apply to HOP KEE. Hongkong, June 3, 1876.

FOR SINGAPORE AND PENANG.  
The Steamship "ABBOTSFORD,"  
Capt. PATTERSON, will leave for the above Ports on WEDNESDAY, the 7th Instant, at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents S. S. Abbotford. Hongkong, June 3, 1876.

FOR MANILA.  
The Spanish Steamship "BUTUAN,"  
will be despatched as above on THURSDAY, the 8th Instant, at noon.

For Freight or Passage, apply to H. KILBER. Hongkong, June 2, 1876.

FOR BANGKOK.  
The German Steamship "FERONIA,"  
SCHULTZ, Master, will leave here for the above Port, and will have quick despatch as above.

For Freight or Passage, apply to Wm. PUSTAU & Co., Agents S. S. Feronia. Hongkong, June 2, 1876.

STEAM TO YOKOHAMA.  
The P. & O. S. N. Co.'s S. S. "MALACCA,"  
will leave for the above place shortly after the arrival of the Mongolia with the next English Mail.

A. McIVER, Superintendent. Hongkong, June 5, 1876.

STEAM TO SHANGHAI.  
The P. & O. S. N. Co.'s S. S. "MONGOLIA,"  
will leave for the above place about 24 hours after her arrival with the next English Mail.

A. McIVER, Superintendent. Hongkong, June 5, 1876.

## Sailing Vessels.

FOR MELBOURNE & SYDNEY.  
The A 1 British Barque "MARQUIS OF ARGYLE,"  
Captain McKENZIE, will have immediate despatch for the above Ports.

For Freight or Passage, apply to ROZARIO & Co. Hongkong, April 21, 1876.

FOR MANILA.  
The Spanish Brig "SAN LORENZO,"  
Pied, Master, will have quick despatch as above.

For Freight or Passage, apply to REMEDIOS & Co. Hongkong, May 28, 1876.

## Shipping.

Sailing Vessels.  
FOR SAN FRANCISCO.  
(To follow the "Wealthy Penelope.")  
The A 1 American Bark "AMERICAN LLOYDS,"  
Captain PARK, will have immediate despatch as above.

For Freight, at low rates, apply to VOGEL, HAGEDORN & Co. Hongkong, May 30, 1876.

FOR SAN FRANCISCO.  
The A 1 American barque "WEALTHY PENDELTON,"  
Capt. BLANCHARD, will load for the above Port, and will be despatched on or before the 10th June.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, May 19, 1876.

FOR SAN FRANCISCO.  
The A 1 British Ship "MARGARITE,"  
JAMES OWEN, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, March 27, 1876.

FOR LONDON.  
The A 1 British Clipper Ship "COMMISSARY,"  
Captain HUNTER, will load for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, May 19, 1876.

FOR LONDON.  
The A 1 British Clipper Barque "HOPE,"  
Capt. BOULTON, will load here for above Port, and will have immediate despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, May 11, 1876.

FOR MANILA.  
The A 1 Norwegian Barque "FASAN,"  
Captain SANDBERG, will have quick despatch for above Port.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, May 30, 1876.

FOR NEW YORK.  
The A 1 American Bark "CHARLES A. LEARY,"  
N. STEPHEN, Master, will load here and at Whampoa, and will have quick despatch as above.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, June 2, 1876.

FOR SAN FRANCISCO.  
The A 1 American Ship "ANNE FINE,"  
Hoffman, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, May 12, 1876.

FOR SAN FRANCISCO.  
The A 1 American Ship "COMET,"  
BRAY, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, May 12, 1876.

FOR MELBOURNE & SYDNEY.  
The A 1 British Barque "VINDEY,"  
Capt. PARKHOUSE, with a large portion of her Cargo engaged, will have quick despatch as above.

For Freight, apply to RUSSELL & Co. Hongkong, June 2, 1876.

FOR SINGAPORE AND MAURITIUS.  
The A 1 German Bark "FODAN,"  
Captain MEYER, will have immediate despatch as above.

For Freight or Passage, apply to MEYER & Co. Hongkong, May 23, 1876.

FOR LONDON.  
The A 1 British Clipper Barque "BRITISH CROWN,"  
W. ANDREWS, Master, having the greater part of her Cargo engaged, will have quick despatch as above.

For Freight, apply to MEYER & Co. Hongkong, May 11, 1876.

## Notices to Consignees.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "Deucalion," are hereby notified that the Cargo is being discharged into craft, and landed at the Godowns of the Under-signed, in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after the 3rd June, 1876.

Goods undelivered after the 8th June, 1876, will be subject to Rent.

BUTTERFIELD & SWIRE, Agents. Hongkong, June 1, 1876.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S. S. Hindostan having arrived from the above ports, Consignees of Cargo by her are requested to send in their Bills of Lading to the Under-signed for countersignature and to take immediate delivery of their Goods.

Cargo impeding her discharge will be at once landed and stored at the risk and expense of the Consignees.

DAVID SASSOON, SONS & Co., Agents. Hongkong, June 3, 1876.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S. S. Argyle, Capt. SCOTT, having arrived, Consignees of Cargo are hereby requested to send their Bills of Lading for countersignature to the Under-signed and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed at Consignees' risk and expense.

JARDINE, MATHESON & Co. Hongkong, June 3, 1876.

NORWEGIAN BARK FASAN, FROM NEW YORK.

CONSIGNEES of Cargo by the above named Vessel are hereby requested to send in their Bills of Lading to the Under-signed for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

VOGEL, HAGEDORN & Co., Agents. Hongkong, May 30, 1876.

CONSIGNEES of Cargo per German Bark IPHIGENIA, MARZEN, Master, from Hamburg, are requested to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.

Consignees will have to sign an Average Bond before countersignature of the Bills of Lading.

WM. PUSTAU & Co., Agents. Hongkong, April 24, 1876.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Under-signed for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Acting Agent.

Ex Hooghly, March 10, 1876.  
EM } No. 26, One case Merchandise, from Marseilles.  
T & L }  
Ex Amoy, May 2, 1876.  
O F P } 108 bags Gum, from Bombay.  
Ex Amoy, May 14, 1876.  
P G O } 4 cases Wine.  
C E P } 4 boxes Merchandise.  
O J L } 8 bags Gum.  
No marks } 2 " Balsam.

Hongkong, June 6, 1876.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo per S. S. "Euphrate," from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained from To-morrow, the 31st Instant, at 10 a.m.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before 4 p.m. Today, the 30th Instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Under-signed.

Goods remaining unclaimed after THREE days, the 3th June, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Acting Agent. Hongkong, May 30, 1876.







SUPPLEMENT  
TO THE  
CHINA MAIL.

HONGKONG, TUESDAY, 6TH JUNE, 1876.

Merchant Vessels in Hongkong Harbour.

(Exclusive of late Arrivals and Departures reported to-day.)

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
  2. From Gas Works to the Novelty Iron Works.
  3. From Novelty Iron Works to the Harbour Master's Office.
  4. From Harbour Master's to the P. and O. Co.'s Office.
  5. From P. and O. Co.'s Office to Peddar's Wharf.
  6. From Peddar's Wharf to the Naval Yard.
  7. From Naval Yard to the Pier.
  8. From Pier to East Point.

Vessel's Name.	Number age.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
<b>Steamers</b>								
Abbotsford	3 c	Patterson	Brit. str.	649	May 30	Jardine, Matheson & Co.	S'pore and Penang	7th. 3 p.m.
Alaska	4 k	Dearborn	Amer. str.	4011	June 3	P. M. S. S. Co.	Y'hama & S. Fisco	Mails, 15th
Altona	5 c	Müller	Ger. str.	1179	May 30	Wm. Pustau & Co.	S'pore and Calcutta	
Argyll	5 c	Scott	Brit. str.	1271	June 3	Jardine, Matheson & Co.		
Benledi	4 h	Buchanan	Brit. str.	999	June 3	Jardine, Matheson & Co.	Manila	8th, noon
Butuan	4 h	Fromoya	Span. str.	257	May 30	H. Kier		
Carisbrooke	5 c	Lloyd	Brit. str.	960	June 6	Cheasong		
Cassandra	4 c	Langer	Ger. str.	947	May 30	Wm. Pustau & Co.	Amoy	To-day
Cheang Hook Kian	4 c	Webb	Brit. str.	1000	June 3	Seon Cheong & Co.	S'pore and Penang	
Cheops	3 h	Dryden	Brit. str.	983	May 18	Adams, Bell & Co.		
Columbian	5 k	Alderton	Brit. str.	1417	May 17	P. & O. S. N. Co.		
Cyphrenes	6 c	Wood	Brit. str.	1250	May 22	Adams, Bell & Co.	Coast Ports	To-day
Douglas	5 h	Burnie	Brit. str.	864	June 2	Douglas Lapraik & Co.		
Duna	4 c	Thomson	Brit. str.	859	June 2	Gilman & Co.	S'pore and Penang	
City of Exeter	3 h	Jorley	Brit. str.	787	June 2	Hop Koe		
Feronia	4 h	Schultz	Ger. str.	1085	June 1	Wm. Pustau & Co.	Shanghai	To-day
Fuyew	4 c	Oroad	Chi. str.	920	June 4	O. M. S. N. Co.		
Glamis Castle	4 c	Dickie	Brit. str.	1539	May 13	Adams, Bell & Co.	S'pore and London	
Glaucus	5 c	Jackson	Brit. str.	1644	June 6	Butterfield & Swire	S'pore and Calcutta	
Hindustan	5 c	Gardner	Brit. str.	931	June 3	David Sassoon, Sons & Co.	Yokohama	
Malacca	5 c	Shellard	Brit. str.	1050	May 31	P. & O. S. N. Co.		
Mecca	4 h	Johnson	Brit. str.	687	May 29	Hop Koe		
Mikado	3 k	Moore	Brit. str.	3030	May 26	Gilman & Co.	Shanghai	To-day
Ningpo	5 c	Kayner	Brit. str.	761	June 5	Siemssen & Co.	Saloon	
Pardo	4 c	Power	Brit. str.	763	June 4	Landstein & Co.		
Pasig	1	Lopez	Span. str.	17	May 7	Remedios & Co.		Laid up
Pawtuxet	1 k		Amer. str.	280	June 18	Ang. Heard & Co.		
Quarta	3 c	Haye	Ger. str.	731	June 6	Wm. Pustau & Co.	Australian Ports	
Queensland	3 h	Craig	Brit. str.	1437	June 2	Gibb, Livingston & Co.		
Rajanattianubar	3 h	Hopkins	Brit. str.	933	June 3	Yuen Fat Hong		Ab'deen Dock
Riga	...	Clarke	Brit. str.	921	May 27	Order		7th, noon
Salvadora	3 c	Hormaecher	Span. str.	615	May 31	Remedios & Co.	Manila	
Suez	5 c	Scarlet	Brit. str.	1380	June 3	Jardine, Matheson & Co.		
Thales	5 h	Coles	Brit. str.	820	June 3	Douglas Lapraik & Co.		
Vasco de Gama	7 k	Rice	Brit. str.	2000	April 29	Jardine, Matheson & Co.		Repairing.
Yottung	2 h		Brit. str.	324	June 9	Kwok Acheong		
<b>Sailing Vessels</b>								
American Lloyd	4 k	Park	Amer. bqq.	510	May 21	Vogel, Hagedorn & Co.	San Francisco	
Anna	4 k	Jessen	Ger. bqq.	448	May 9	Wm. Pustau & Co.		
Anna Dorothea	8 k	Schütt	Ger. bqq.	330	June 3	Wm. Pustau & Co.	San Francisco	
Annie Fish	3 c	Hiffes	Amer. sh.	1495	April 23	Russell & Co.		
August	4 k	Riss	Ger. bg.	274	May 26	Eduard Schellhaas & Co.	Manila	
Belled Will	2 c	Branthwaite	Brit. sh.	812	May 5	Vogel, Hagedorn & Co.		
Bua-Pan	2 c	Möller	Siam. sh.	575	May 19	Kin-tye-loong		
British Crown	7 h	Andrew	Brit. bqq.	448	April 27	Meyer & Co.	London	
Caldow	3 k	Walter	Brit. bqq.	482	June 5	Order		Co'stan Dock
Caroline	...	Turnbull	Brit. sh.	987	May 15	Borneo Company	Cebu	
Charles Maureau	4 k	Quatrous	Fch. bqq.	368	May 24	Landstein & Co.	Newchwang	
Chas. C. Leary	3 c	Stephen	Amer. bqq.	644	April 24	Vogel, Hagedorn & Co.	New York	
Cheng Soon	2 h	Cheng Sang	Siam. sch.	200	April 30	Chinese		
Christina A. P.	3 c	Federico	Amer. sch.	175	Jan. 8	Order		
Clachnacudden	4 c	McDonald	Brit. bqq.	237	June 6	Captain		
Comet	4 c	Bray	Amer. sh.	1157	April 23	Russell & Co.	San Francisco	
Commissary	8 h	Hunter	Brit. sh.	900	April 23	Vogel, Hagedorn & Co.	London	
Crested Wave	1 c	Renouf	Brit. bqq.	345	May 26	Douglas Lapraik & Co.	Foochow	
Daylight	3 h	Redemaker	Siam. bqq.	447	May 17	Kin-tye-loong		
Deutschland	3 c	Hilman	Ger. bqq.	269	May 18	Arnhold, Karberg & Co.	Haiphong	
Dora	1 c	Lazarrengo	Span. bg.	322	May 13	H. Kier		Repairing
Echo	4 c	Tozer	Brit. bqq.	369	June 3	Gilman & Co.	Foochow	
Emma	3 c	Grau	Ger. bqq.	340	May 21	Wm. Pustau & Co.		
Evelyn	8 c	Knowles	Brit. bqq.	762	May 31	Melchers & Co.		
F. H. Drews	2 c	Voratz	Ger. bqq.	623	June 1	Wm. Pustau & Co.		
Fasan	...	Sandberg	Norw. bqq.	290	May 23	Vogel, Hagedorn & Co.	Manila	
Fetisch	3 k	Grieff	Ger. bqq.	441	June 4	Eduard Schellhaas & Co.		
Fontenaye	3 k	Taylor	Brit. sh.	635	June 6	Borneo Company		
Hongkong	2 h	Freudenberg	Siam. sh.	636	June 4	Mow Wah		
Hope	4 c	Boulton	Brit. bqq.	454	April 20	Vogel, Hagedorn & Co.	London	
Humboldt	4 k	Stoll	Ger. bqq.	330	June 2	Eduard Schellhaas & Co.		
Iphigenia	4 c	Matzen	Ger. bqq.	464	April 24	Wm. Pustau & Co.	Callao	
J. H. Jessen	4 c	Rasmussen	Ger. bqq.	275	May 2	Arnhold, Karberg & Co.	London	
Joaquina y Anna	4 c	Mau	Amer. sch.	40	May 27	O. P. Holcomb		
John Milton	7 c	Murphy	Brit. sh.	618	May 22	Russell & Co.	Manila	
Kate Tatham	...	Mackesey	Brit. bqq.	275	May 12	Carlowitz & Co.		Co'stan Dock
Kronprinzessien	3 c	Hamin	Dan. bqq.	344	May 23	Eduard Schellhaas & Co.		
Lizzie	3 k	Laokay	Brit. bqq.	385	June 3	Broadbear, Anthony & Co.	Tientsin	
Lord Macaulay	2 h	Monkman	Brit. bqq.	879	May 28	Captain		
Lycka Till	2 h	Rinesi	Ital. sh.	1013	May 18	Thos. Howard & Co.	San Francisco	
Mario Alfred	3 c	Leclerc	Fch. bqq.	309	May 30	Landstein & Co.		
Marquis of Argyll	2 k	McKeon	Brit. bqq.	500	April 10	Rozario & Co.	Melbourne & Sydney	
Martha Brokelmann	8 c	Kluth	Ger. bqq.	486	June 4	Siemssen & Co.		
May	7 h	Plumley	Brit. Sm. sc.	237	May 19	Olyphant & Co.		
Memanto	3 c	Rowald	Brit. bqq.	464	June 5	Arnhold, Karberg & Co.		
Miona	3 c	Thuren	Ger. bqq.	456	May 11	Wm. Pustau & Co.		
Mount Lebanon	1 h	Hall	Brit. Sm. sc.	530	April 23	Rozario & Co.	Tientsin	
Nautilus	...	Blockey	Brit. bqq.	242	May 27	Eduard Schellhaas & Co.		Co'stan Dock
Nearchus	8 c	Pierce	Amer. sh.	1287	June 5	Messageries Maritimes		
Northern Chief	4 k	Brown	Brit. bqq.	392	May 31	Melchers & Co.		
Oceanus	8 c	Reckwoldt	Ger. Sm. sc.	335	May 19	Siemssen & Co.		
Onward	2 h	Stimson	Brit. bqq.	564	June 5	Rozario & Co.		
Otter Caps	8 c	Morday	Brit. bqq.	582	May 8	Arnhold, Karberg & Co.	London	
Papa	8 h	Paasch	Ger. bqq.	759	May 11	Siemssen & Co.		
Paradies	4 c	Thuröe	Ger. bqq.	546	May 29	Wm. Pustau & Co.		
Peiho	4 c	Christiansen	Ger. bqq.	253	May 29	Arnhold, Karberg & Co.		
Rebecca	3 c	Bundgaard	Ger. bqq.	408	May 23	Wm. Pustau & Co.		
Rota	7 c	Hansen	Dan. sh.	882	May 8	Jardine, Matheson & Co.	Chefoo	
Rubicon	3 k	Finnsen	Brit. Sm. sc.	204	June 4	Arnhold, Karberg & Co.	Manila	Co'stan Dock
San Lorenzo	...	Pico	Span. bg.	220	May 14	Remedios & Co.		
Scotland	4 c	Holcomb	Amer. sch.	78	May 27	Captain		
Siamese Crown	2 h	Saxtoph	Siam. sh.	540	June 5	Chinese	Bangkok	
Sophie	8 c	Jones	Brit. bqq.	477	June 5	Order		
Swallow	2 c	Hoves	Amer. sh.	1239	April 23	Order	San Francisco	
Taunton	3 c	Clark	Brit. sh.	698	May 18	Siemssen & Co.	Touron	
Titan	8 c	Berry	Amer. sh.	1226	May 19	Messageries Maritimes		
Victory	...	Whiting	Brit. bg.	255	May 22	Yuen Fat Hong		Co'stan Dock
Vindex	...	Parkhouse	Brit. bqq.	290	May 3	Russell & Co.		
Wealthy Pendleton	1 c	Blanchard	Amer. bqq.	899	Mar. 30	Vogel, Hagedorn & Co.	Melbourne & Sydney	McD's Slip
Willard Modgett	3 c	Dickey	Amer. bqq.	875	May 15	Wing Wo Yuen	Honolulu	10th prox.
William Phillips	2 c	Healy	Amer. Sm. sc.	592	June 6	Kin-tye-loong		
Willie	1 h	Badenoch	Brit. Sm. sc.	274	May 20	Arnhold, Karberg & Co.		
Wodan	3 k	Meyer	Ger. bqq.	439	May 7	Meyer & Co.	S'pore & Mauritius	
Zoroya	...	Scarlett	Brit. bqq.	388	May 13	Gilman & Co.		Co'stan Dock
<b>WHAMPOA</b>								
Cap Horn		Green	Ger. bqq.	401	May 23	Wm. Pustau & Co.	Tientsin	
Charité		Harvé	Fch. bqq.	255	May 26	Carlowitz & Co.	Tientsin	
Vesta		Dirks	Ger. bqq.	302	June 5	Melchers & Co.	Tientsin	
<b>CANTON</b>								
Chinkiang		Hogg	Brit. str.	890	June 5	Siemssen & Co.	Shanghai	

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchorage.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Flamer	7 h	British	aux. naval hospital	.....	4	120	.....	D. M. Insp. Gen. Morgan
Fly	6 h	British	gun vessel	464	4	120	June 2	John Bruce
Hornet	6 h	British	gun vessel	461	4	120	May 16	Hippisley
Kearsarge	6 c	American	corvette	538	6	600	April 20	F. V. McNair
Kestrel	6 c	British	gun vessel	462	4	100	June 1	C. B. Theobald
Mecaneo	6 k	British	military hospital	2591	.....	.....	.....	Capt. Becker
Modeste	6 c	British	corvette	1405	14	350	June 1	Alex. Buller
Thistle	6 k	British	gun vessel	464	4	120	May 15	Francis Stirling
Victor Emanuel	6 k	British	Commodore's flag ship	3087	2	.....	.....	Commodore Watson
Vineta	6 c	German	corvette	1800	19	400	May 31	Count Monte
Yantic	6 h	American	gunboat	410	3	288	May 19	R. S. McCook
<b>At Canton</b>								
Ariadne		German	corvette	1380	6	400	June 5	Kühn
Cylopp		German	gunboat	360	6	80	June 5	Von Reiche
Hertha		German	corvette	2200	19	400	June 5	Knorr
Palos		American	gunboat	305	.....	.....	April 18	W. R. Bridgeman



the legs. The 1st prisoner then rifled his pockets and took away a \$10 note. The prisoner, after taking the note made a grab at his watch chain and broke off a portion of it with a lock attached. The 1st prisoner and the other European then ran away pursued by the prosecutor's companion. They escaped. He then returned on board his ship, where he was visited by a Police Sergeant (Lindsay) and returned ashore to make a report at the Station. The next day he went with Sergeant Lindsay to the Sailors' Home and identified the 1st prisoner. He could not recognise the 2nd prisoner as the other European. The 1st prisoner made his defence as follows. On the night in question, he was in the British Crown public house with some of his shipmates, and about 10.30 p.m. when he was along the Queen's Road, he trod on something which he discovered to be a piece of broken chain and a lock. The next morning he was paid off and went to the Sailors' Home. On the afternoon of that day he went to the British Crown Tavern and saw the 2nd prisoner, with whom he proceeded to buy the coat he had on just now. The 2nd prisoner asked him to give him ten cents, and he said to him "here is a piece of broken chain, you can have it and sell it." He accepted it and was playing with it when he was seen by P. C. 81, Thos. Ward, who took him into custody, and from what he said, the 1st prisoner was arrested at the Sailors' Home. The 2nd prisoner admitted the correctness of the 1st prisoner's statement, so far as it related to himself. Both prisoners were committed for trial, but the 2nd was admitted to bail in \$25 to appear at the Supreme Court.

## SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before Mr Justice Snowden.)

June 6, 1876.

Stockhausen and another v. White, \$204.25.—The plaintiff are the proprietors of the Oriental Hotel, and the defendant an engineer in the employ of the Hongkong, Canton and Macao Steamboat Company. The claim was for board and lodging, refreshments and cash supplied to the defendant. The defendant addressed a letter to the officer of the Court stating his inability to pay at once but offering to pay by instalments of \$40 a month. Mr Stockhausen thought the defendant ought to be able to spare more than that out of his pay, as he was receiving \$110 a month, besides his bonus.

His Lordship gave judgment for the plaintiff and ordered instalments of \$60 a month, the first to be due on the 8th July.

Morsal v. Gesso, \$80.—The claim was on a promissory note which the defendant admitted. He pleaded, however, for time, offering at the same time to pay \$20 down, another \$25 on the 16th and the balance at the end of the month.

The plaintiff refused these overtures, as he was going back to India by the next mail.

Judgment for the plaintiff, and the defendant was adjured to arrange with the plaintiff as to payment.

Peter Smith v. Rayner, \$279.—This case was decided on the 23rd May last, when judgment was recorded in favour of the plaintiff, with leave to the defendant to come in hereafter to contest the claim, he being absent at the time. The claim, it may be remembered, was for board and lodging; the plaintiff was a boarding house keeper and the defendant was lately Chief Officer on board the river steamer *White Cloud*.

The plaintiff appeared to-day and admitted the debt but asked for time. He was not in a position to make any offer just now, as he had lost his situation through this action. Had the plaintiff had the forbearance to allow him to remain where he was instead of suing him, he would have been able to pay him something every month.

The plaintiff said he was driven to take the action by the behaviour of the defendant. He had been on board the *White Cloud* for several months and had not paid anything of his debt. If he had paid the smallest amount, the plaintiff would have been satisfied. The plaintiff wrote him a letter about this money but received no reply. On the steamer's arrival here, he spoke to the defendant about it and he replied that he could not make any arrangement to pay him yet, as he owed other people money and had to pay them first. The plaintiff reminded him that his debt was for board and lodging, and should have been first paid. The plaintiff further told him, if he would not make any offer, he would have to summon him.

To this the defendant replied that he could do so at once. Hence this action.

His Lordship confirmed his previous judgment and advised defendant to arrange with the defendant.

Davis v. Butlin, \$20.—The plaintiff is the managing partner of Messrs Purdon & Co. in Victoria, and the defendant is the master of the steamship *Orchis*. The *Orchis* conveyed from London to Hongkong a box for the plaintiff, described in the bill of lading as containing "private effects." The bill of lading was signed by the defendant, and contained certain exceptions and conditions limiting his liability as a common carrier. One of these was that he received the box for conveyance "contents unknown." The box was delivered here to the consignee apparently in good order and condition as it had been received by him in the bill of lading, but it turned out that the top, which was nailed down, had been forced open, and part of the contents abstracted. The value of these is laid at \$20, and Mr Davis sues for this sum to try the right of consignee under such circumstances to recover damages. It is necessary to consider the effect of words in a bill of lading limiting the liability of shipowner or master, because that document forms the contract of conveyance. Had the box been entirely lost, as between the master who signed the contract and the consignee, the bill of lading would have been indisputable proof—by the Bills of Lading Ordinance—of the receipt of the goods. But the box was conveyed and delivered, part of the contents only being lost. The words "in good order and condition" it has been decided, refer only to the external condition of the box, and the master therefore made no engagement as to the contents. Moreover, he says, "I do not know the contents." Now the legal

effect of this statement is that he is accountable for whatever the box can be proved to have contained when put on board his ship. In *Lebeau v. The General Steam Navigation Co.*, 42 L. J. C. P. 1, and *The Prosperina v. Alasco*, 22 L. Times Ad. 622, the meaning of the usual words of limitation, "measure, weight, contents unknown," is discussed. In the former case, bales of silk had been in cements misdescribed as "cotton," and shipped as such. A bale was stolen during the voyage (as the Jury who tried the case found) by a passenger or a seaman. Chief Justice Bovill laid it down that the effect of the limitation was waived by the words "contents unknown," and that the shipowner was liable for whatever the bale was really proved to have contained. In this case Mr Davis is unable to prove what was inside the box when put on board. It had been packed in Edinburgh and had gone through a long journey by railway, and the probabilities are just as great that it had been opened on the luggage van of the railway as on board the *Orchis*. *Clark and Barnes v. 12 How*, p. 272, quoted in *Parsons on Shipping*, contains the whole law on this subject, and well deserves study. But it is said the presumption is that thieves on board the *Orchis* opened the box, and a carrier is liable for loss by theft of his own servants. The meaning of the exception of loss by "thieves" is discussed in *Taylor v. The General Steam Navigation Co.*, 43 L. J. 9 B. 205. It was there held that from the analogy from contracts of insurance "thieves" must be taken to mean "outside thieves," and that it is against them that the master protected himself and not against those inside the ship, and that the onus of proving that the case falls within the exception lies upon the person who seeks to excuse himself. Here the word used is "robbers," which *a fortiori* implies theft by outside people if not by violence, so that if the presumption could apply that the theft had been committed on board, the master would not have been protected. But as I have said the presumption does not arise on account of the previous railway journey, and the master having limited his liability as to the contents he cannot be made responsible for the abstracted goods. There must be judgment for the defendant with costs. Mr Sharp appeared for the plaintiff and Mr Brereton for the defendant.

## OHIO.

(Courier and Gazette.)

The excitement on account of the rapid rising of the rate of exchange on Mexican dollars has called forth a proclamation on the part of the Tao-tai. This has been circulated and posted at the city gates during the afternoon (23rd May).

The proclamation of the Tao-tai respecting the speculation in silver by the Chinese, which we mentioned in one of our late issues, has been followed up by what we are bound to call an act of arbitrariness such as can only be witnessed in China. The ten Chinese merchants that were ascertained to have made the greatest gains by the speculation were ordered by the Tao-tai to pay between them the sum of one hundred thousand taels towards local improvements. Yesterday (28th May) a deputation waited on the Tao-tai to try and beat down the squeeze, for such it undoubtedly is, to the lowest possible figure, and they are said to have succeeded in getting the amount reduced to thirty thousand taels.

The day before yesterday (May 26th) the Tao-tai was present at a preliminary investigation in the collision case between the German barque *Diamond* and a Chinese junk, belonging to Ningpo. It was held in the German Consulate, the Tao-tai refusing to admit the Chinese reporter of the *Shen-pao*; on the representation of the German Consul however the Tao-tai allowed the close of the sitting was induced to allow the publication of the minutes of the proceedings. Another hearing, also preliminary, will take place in the German Consulate on Monday next. As yet it is impossible to comment on the merits of the case; but it promises to become of importance inasmuch as the question of international maritime laws is sure to be brought forward, and we hope that it may lead to some more definite understanding in this respect. The junk has not yet arrived in Ningpo, and it is supposed to have been lost with twenty-two lives, as no tidings of it have been received since the collision. The sailor that belonged to it and who was brought here by the *Diamond* has been examined and has made some very contradictory statements. If the junk really has gone down, the Chinese side of the question will be supported by his evidence only. The damage done to the *Diamond* must be considerable, as she had to make for this port while her original destination was Chefoo. She was enabled to keep herself afloat only by constant pumping, her low being completely carried away.

Mr Beeching, the Master of the *Ellen Brown*, appeared before Mr. Medhurst yesterday (26th May) on a charge of having committed a breach of the 87th Article of the Treaty, in presenting a false manifest of that vessel's cargo. The defendant admitted having signed a manifest which was certainly not in accordance with the cargo on board, but represented to the Court that the manifest agreed with the bills of lading presented to him by Mr. Robert E. Love, which he, the Captain, accepted as correct, and signed accordingly; and that he had been entirely misled by others. The Court however decided that the defendant had rendered himself liable to the fine of £1,500 for having committed the act attributed to him, and had no option but to inflict it; expressing at the same time an opinion that the position of the Captain might be made a plea for a mitigation of the penalty, which of course would rest with the Commissioner of Customs, who no doubt would consider the matter favourably.

## NINGPO.

May 23rd, 1876.

Last Friday the G. N. steamer *H. C. Orsted* steamed a short way up the river, and landed a Chinaman, and then proceeded to sea again. This proceeding, it is said, had something to do with a speculation in silver as the man was landed with one day's later news than either the *Kiangsu* or *Taiyeh* brought down. During the late bad weather outside, a number of boats engaged in outfitting got capsized, and 28 lives are reported as having been lost. About a dozen corpses have been recovered. To-day being the first day of the fifth month, the event is being kept up by the Chinese with due ceremony. The Dragon Feast occurs four days hence. One of the *Mandarin* crew has been recognised by a foreigner. The Chinaman also appears to have

recognised the foreigner, for when the latter went to look at him, he bobbed his head down so that he should not be known. —*Shanghai Courier*.

May 26th, 1876.

Last night a fire broke out at Bah Soa. It raged fiercely for several hours, and twenty-five houses were burnt.

The Che-hien of Ningpo has "lost face" considerably lately, owing to the non-success of the candidates for degrees at the Peking Examination. Ningpo sent sixty-five competitors and none of them were successful, while Chin-hai which only sent eleven, has the honour of having three second-degree men, and Tsi-ki which sent nine, has also three. Last year, however, Ningpo had, I believe, thirty successful candidates.

A Chinaman in the city is exhibiting the "stuff that gas is made of." He has admiring crowds round him, and makes a few honest cash by the transaction.

A foreigner, at present at this port, has unexpectedly had a considerable sum of money left to him. —*Shanghai Courier*.

## KWEI-CHOW.

Kwei-yang Fu, 25th April.

Since my last the weather has been rather warm, and the thermometer was up to 80° in the shade yesterday. A good fall of rain last night has cooled it considerably, and the maximum was 60°, with a cloudy sky.

Lin So-yuen, the former Fan-tai, left to-day for Peking, with thirty-eight loads of spoils, the greater part of which were carried by three men, and the rest by two men. The people who saw this said it did not tally with the public declaration that he made some time ago, saying that during the many years that he has been in office he never accepted a cash, but what he was lawfully entitled to. Several persons now in jail say they paid Lin large sums of money for posts, they are now charged with having obtained by unlawful means. Several of Lin's relations have left before him for Kiang-shi, each one taking a certain amount of luggage. It is said that a certain amount is left here with the ladies, who are to stay here till they see where their lord will be sent to Peking.

The new Viceroy is expected shortly, escorted by an army three thousand strong, paid and equipped by the Kwang-si-ties, who will entertain it for five years.

News from Chung-kien is to the effect that the city is in a state of siege, it being feared that the Christians will avenge their sufferings. Many persons, it is said, are seeking foreign protection, to avoid being squeezed by the Fan-tai and other officials who it appears are afraid of losing their posts as soon as Li Han-chang takes charge. —*Shanghai Courier*.

## HANKOW.

Messrs Gordon Bros. write on the 24th instant. Since our report of 17th inst., a large business has been transacted in all descriptions of Tea, the aggregate being as nearly as possible the same in extent as last year. The Russians have as usual taken almost all the really finest Teas at prices quite beyond the reach of buyers for England. Settlements include Cheong Sow Kain at Tls. 25 for 2nd chops at Tls. 37.50 for best; Sun Yongs, Tls. 25 a 42; Yung Low Toongs, Tls. 25 a 33; Oanfaas, Tls. 27 a 41 (the "Sun Chong" Mongroh Chop being bought this year for Russia at Tls. 37.50); Ping Kongs, Tls. 25.50 a 29.50; Lye lings, Tls. 22.50 a 24.50; Seangtams, Tls. 15.10 a 23.

*Lye lings*.—With the exception of a few chops settled at Tls. 23.50 a 24.50, which are equal to last season's Teas, the bulk are mixed with Seangtam leaf and highly undesirable.

Prices are so irregular as to render it impossible to make a comparison with opening rates. Many settlements show a considerable decline, while others on the contrary are in our opinion much worse value than the earlier purchases.

With regard to Kiu-king Teas, our opinion after a closer inspection is, that the best chops of Ningpohs are quite equal to, if not better than last year, and that so far, for England; the best value of the season has been obtained in Ningpohs for Tls. 27 a 36. Ho Hows are mixed in leaf and decidedly inferior to last year. Settlements have been made at Tls. 24 a 27.

Total arrivals of Hankow Teas amount to 190,000 chests, against 179,000 chests last year, and the unsold stock is estimated at 30,000 chests against 15,000 chests. Minsters of 21,000 half-chests Ningpohs and Ho Hows are likewise on offer, against 20,000 half-chests at same date last year.

The Export to date as per Customs Returns stands thus:—

Exclusive of Re-exports.  
Season 1876 x 77, 7,076,090 lbs 918,676 lbs.  
" 1875 x 76 9,720,805 " 945,684 "  
" 1874 x 75 2,671,440 " 50,343 "  
" 1873 x 74 2,675,298 " "  
The departures for London are as under:—  
As per last report..... 4,998,773 lbs.  
May 21st, Kluksarn (filled up at Kluksarn before arrival here)..... 1,870,918 "  
6,869,691 lbs.

against last year in four astra, 9,193,476 lbs. Freight.—The *Fleura Castle* and *Star Amsterdam* are in loading for London at \$4 6a, and the *Galle of Lorne* at \$4 4a for 40ft. The *Cowes* and *Yankee* are in port, and the *Yankee* is daily expected. The rough rate of Freight by the mail steamers is \$4 15a, and by *Bois* the rate \$4 5a per ton. The ship *Cuddy Bark* is on the berth for London at \$4 5a per ton of 50 ft.

## SOOCHOW.

May 22nd.

There are several ways of acquiring notoriety, but probably the method adopted recently by an inhabitant of this city has the merit of novelty. He was a maker of certain hooks and stich-like necessities, and was in a tolerably large way of business. With a flourishing trade, a wife with whom he never had a quarrel, and a son over-large family, he was won by his friends and neighbours as a favourite of Heaven. Suddenly one day he disappeared. He told his wife he was going to make some extensive purchases for his business, and, providing himself with about \$200, went out, never to return. After much anxious waiting, a letter was at last discovered inserted between the leaves of one of his account books. In the envelope was a carefully drawn out account of all he was owed, or was owing, and a list of his debtors; together with a note to his wife. It did not exactly begin with the epithet "Weep not for me," etc.; but it was to a similar purport, in that he vowed he should never return to his home. "Weep not," he added in the manner

of a melodrama, "for you will never find me; henceforth, I am lost to the world. I am going to become a Buddhist priest. My name, my family, my property, I renounce them all." Unfortunately he made an exception of the ready-money he possessed, and which he took with him. Then followed various touching instructions as in the manner of a last will and testament. "Let our eldest daughter who is already engaged to be married, be given to her affianced; with the younger, do what you think proper; for yourself, no longer my wife, my advice is, that you cut off your hair, and become a nun, or if you do not like this, you can marry another husband."

The mourning wife of this foolish devotee having no great taste for religion, nor relieving much better the other alternative of the letter, has gone in quest of her unnatural spouse. It is thought he may be at Hoochow, where there is a temple for the reception of new recluses; especially of those, no doubt, who can pay their way with \$200 in their pockets.

The incident reminds one of the first Emperor of the present dynasty, who resigned his throne in order to become a Buddhist priest, and entered a temple at Hangchow. The story is well known among the Chinese, and is one of the few secret loves to indulge which appear in privacy of the Tartars. In all histories this first Emperor, father of Kung-hi, is said to have died after a reign of sixteen to eighteen years; but the facts, according to the Chinese, are as above. It is also stated that the ex-Emperor in the capacity of a priest met his son after he had succeeded to the throne, but was not recognized. —*Shanghai Courier*.

## TIEN-TSIN.

May 20th.

The principal topic of discussion among the natives of this port, during the past week, has been the late fire, which destroyed the Arsenal in the city. Many poor people who have been turned out of house and home to make way for these costly military timber-boxes, may perhaps justly feel that their great wrongs are in part avenged. It is said that nobody dares to say how the fire originated for fear of unceremoniously parting with his head, but there are reports that it issued from the kitchen, that a small mandarin on the premises was smoking opium and fell asleep, etc., etc. But the orthodox explanation, apparently accepted in the higher circles, is that of a spontaneous combustion similar to that which some time ago caused the extinction of Nadab and Abihim. The mandarins in charge, of whom the chief is said to be one Lin, of the rank of Tao-tai, have certainly been guilty of offering "strange fire" on their altar. Foreign markets, any number of Congreve rockets, a Krupp gun, and general military stores, all of which are destroyed, are among the items over which this Lin and his comrades weep. It is reported that this individual has been or will be degraded, but no one seems to know anything definitely. It is also reported that several hundred pounds of powder had been removed only the day before to some place or places whose locality is as vague as that of Utopia. The damage is variously estimated at from two to three hundred thousand taels.

Other fires are constantly occurring. Four murders were committed in the city last week, in one single half day. The weather is an immense improvement on that of last week, but there are no signs of further rain. —*Shanghai Courier*.

## PEKING.

The belief of the Chinese in the efficacy of certain forms of appeal to the powers of nature in time of need, has received fresh corroboration within the last few days, by the result of the endeavour to induce a fall of rain, after the long protracted and seemingly endless drought, by the production of the mysterious *Chieh-pai* or iron tablet which ordinarily reposes at the bottom of a cistern in the Han-tan district, in the southern part of the province of Chihli. According to the superstition locally prevailing, this tablet is connected in some special manner with the cloud-compelling powers of the Dragon gods; and in times of drought it has been customary to rise from its watery bed and to offer incense before it as a certain means of propitiating the supernatural powers. The tablet is said to have been first heard of at Peking in 1870, when a drought even more severe than the present affliction was experienced. One of the Secretaries of the Foreign Office, a native of the Han-tan district, called attention to the virtues of the tablet, and a mission was despatched to bring it to Peking, with instant good results. This year, after the entire failure of His Majesty and the whole body of Imperial princes to move, by any number of propitiatory sacrifices at the State temples, the pious heavens into distilling their moisture upon the parched and famine-threatened land, one of the high dignitaries of the capital was at length despatched, rather with an ill grace, to bring in the iron tablet from Han-tan, where it was accordingly once more raised up from its pool. The return of His Excellency Wan Tsiang-lin, President of the Board of Ceremonies, Governor of Shu-fen Fu, Koo, too, was announced in the *Peking Gazette* of the 16th day, a day which, like a long line of its predecessors, was one of almost intolerable heat and dryness. The thermometer stood at 85° and on the previous day it had marked 102° in the shade, and 139° in the sun. The 14th was much the same, but on the 25th, on the morning of which dry incense had been offered before the tablet at the Ta-ko Tien, thunder was heard at intervals during the afternoon and evening, and at about 11 p.m. a heavy rain storm set in, followed by showers, during the night, which gladdened the thirsty earth and the souls of all the dwellers at Peking. The two days next following were overcast and chilly, but no further downpouring has occurred. The iron tablet, although it has not shown itself so thoroughly efficacious as in 1870, has at any rate answered the expectation of its votaries.

May 18th.

## TRADE IN THE EAST.

Commenting on a recent telegram, the *Singapore Times* says:—

Doubtless our mercantile readers noticed the significant announcement in one of Reuters' recent telegrams that the value of English exports in the month of April was less by \$4,500,000 as compared with the same month last year. Those who are familiar with the results of business in exports to the East from the United Kingdom during the last three or four years will not be much surprised at the announcement, but will probably be rather glad of it, and look

upon it as a healthy sign that there is at last an end to the reckless speculation of the Colliers, et hoc genus omne. And they may wish that the same startling statement could be made of the imports into the United Kingdom. It is very pleasant to do on for ever losing money. It is to be hoped that a good time is soon coming for legitimate trade. The present depressed condition of business is well described in the following extract from the commercial letter of the *Bombay Gazette*. If for India, in Mr Crawford's plain outspoken statements, are substituted the Straits and China, they will be found, we think, equally applicable and true.

"The Bank of England rate of discount was reduced yesterday (April 6) from 3½ per cent to 3, the ease in money really leaving no alternative. It would be a mistake, however, to consider this ease a good sign. It is the very opposite, since it shows that trade does not afford a legitimate employment for even the reduced amount of loanable capital which the moderate profits of the last year or two have left to us. Cheaper money has no effect in stimulating trade or speculation but the reverse. The almost universal complaint is that no profit is to be made out of anything. At a late sitting of the Select Committee of the House of Commons on silver, Mr R. W. Crawford (whose white stockings and low-heeled shoes were last seen on Wednesday at the Cannon Street hotel at the meeting to protest against the title of Empress) said that no article of import from India now left a profit, and that no kind of goods sent out from England to India left a profit; and he further declared that this had been the rule for the last three or four years. This statement has astounded outsiders who cannot understand how merchants can carry on business for three or four years at a loss all the time. The answer, of course, is to be found in the numerous failures. Houses have come down since Gladstones failed in 1872 by the score, and their places have been taken by others who fancied they could profit by the mistakes of their predecessors, and who just carry on long enough to sink all their capital, when they, too, go to the wall of the others. But an end must come to this kind of work, and I fancy it is not far off. The fall in value here is greater at present in the import than the export market, and hence the former should be checked sooner by a falling off of supplies. When these have been reduced, India will hardly continue absorbing our exports at the same rate as she has lately done, and then production here should fall to a lower level."

## RAW SILK.

Writing to the *N. Y. D. News* "Eagle Eye" says:—Some bale and book makers of New Silk have been shown to-day, but they do not carry out the opinion expressed by the various native-brokers, viz., that the Silk is finer and better than last year. Perhaps it is too early to judge, but as far as we have seen, the Silk is full and caud, and in most instances quite as dry as last year. One good trait in its character is, that it is clean and dry, and of better quality, but it has the appearance of having been reeled through conge, or rice water. It would be unfair to particularise any one chop at this early stage of the season, as being better or worse than another; but no doubt our keen-eyed continental buyers have their eye on some particular parcel or chop, which as soon as the wily native thinks he has played and angled long enough with, they will be allowed to purchase at, so doubt, its true Shanghai value—but, query if it will be the one put upon it in London or on the continent, when it arrives at either of those places. Natives are asking from 40 to 50 taels higher prices for Tatlees than they did at the commencement of last season, professing at the same time that it cost them that much dearer this year in the interior; they also say, we shall have from 1 to 2,000 bales down in time for the mail leaving on the 4th June, and that the yield will be about 10/15 per cent less than last year; and in the same breath they assert that the season as good, we shall have 70,000 bales for the season. Truly the sayings and doings of the Hoochow Chinese are wonderful.

That your native readers may be as well informed as your foreign ones, I append an analysis of the stock of China Silk (only) in the London warehouses, on the 1st April, 1876, viz.:—

Tatlees.....	12,404 bales.
Tayssan.....	3,413 "
Re-reled.....	1,315 "
17,132 bales;	

the actual stock of all descriptions at that date being nearly 28,000 bales—(in addition to the above, the stock on the Continent must be large; but we have no means of ascertaining the exact quantity). With an average consumption of 2,000 bales of China per month, this would be enough to last the English manufacturers for eight-and-a-half months, if the French holders would only keep their own stock on their own market. Unfortunately for the English sellers, they will not do so, but consign at this season of the year from 200 to 300 bales of their unsaleable cargo, weekly, to London, thereby causing a very heavy pressure on that market—and this at a time when China silk is lying way in favour of Italian, the latter having declined during the past twelve months about 80 per cent, while China has managed to hold their own. As an illustration, the 388 Dollar Chop were sold in London during the first week in April at 13s. 3d.—or equivalent to Tls. 285, at 5. 3d. exchange—the price demanded for the new being Tls. 325 a 330. Now it may be said by some of your readers that I am writing with a view to keep buyers out of the market, and to get in to my own advantage; but it is not so; I am writing with purely philanthropic intentions—with the object of putting the Chinaman on his guard, so that he may not be taken in by the barbarians of western nations. Should any of your native friends wish to make a consignment through me, with an idea of keeping up the market here or trying their luck in any of the Western Markets, let them come to me, and I can assure them they will remember the longest day they live. They may even indulge in writing pamphlets on the subject. At the same time, I trust they will consign through their friend and well-wisher.

A *Singapore* editor received the following:—"Dear Sir,—I have looked carefully and patiently over your paper for months for the death of some individual I was acquainted with, but as yet not a single soul I care anything about has dropped off; you will please to have my name erased."

A *Dutchman* read somewhere that money

doubled itself by compound interest every 14 years, if it was put carefully away and left untouched. The guileless Hollander at once dug a hole in the cellar and buried 400 dollars packed in a ten-kettle. This was 14 years ago last Wednesday. On that day he rose at 4 o'clock in the morning, and resurrected his cash, with the confident expectation that it had increased to 800 dollars. His disappointment was great, and when his friends interview him about mathematics now, he expresses the opinion that "Dam arithmetics ish all a lie!"

## Quotations.

HONGKONG, June 6, 1876.

OPIMUM.—New Patna, cash...	565
Old Patna, cash...	567
New Benares, cash...	567
Old Benares, cash...	560
New Malwa, cash...	575
Old Malwa, cash...	580
Allowance Tael, 32 a 64	
Old Malwa, cash...	575
Allowance Tael, 20 a 82	
CAMPOR, ... ..	164
QUICKSILVER, ... ..	784
SAUTPETRE, ... ..	61

## Exchange.

Credit, 6 months' sight, ... ..	3/11
Bank, 6 months' sight, ... ..	3/11
On Calcutta, Bank demand, ... ..	3/11
Bombay, demand, ... ..	2/4
Shanghai, demand, ... ..	74
Shanghai, 30 days' sight, ... ..	74
Bar Silver, 17 dwt. B., ... ..	
Sycee, ... ..	3 a 6
Mexican, ... ..	25.60
Gold Leaf, ... ..	5.04
English Sovereign, ... ..	5.04
Australian Sovereign, ... ..	5.04
Discount, ... ..	7 a 9

## Shares.

Hongkong Bank, 4% prem.	
H.K. Fire Ins. Co., \$580	
China Fire Ins. Co., \$155	
E.K. & W. Dock Co., 87% dis.	
China Traders' Ins. Co., \$1625	
Union Ins. Society of Canton, \$600	
Chinese Insurance Co., \$212	
North China Ins. Co., Tls. 615, ex div.	
C. & J. Marine Ins. Co., Tls. 34 ex return.	
Yangtze Ins. Association, Tls. 640	
Union S. Navigation Co., Tls. —	
E.K. C. & M. S. boat Co., 10 dis.	
Shanghai Steam N. Co., Tls. 67	
Hongkong Hotel Co., \$45 dis.	
Chinese Imperial Loan, \$103.	

## Temperatures.

HONGKONG, June 6, 1876.	
(Taken at Messrs. Falconer & Co.'s Premises, Queen's Road.)	
Thermometer—9 A.M., ... ..	82°
Do, 4 P.M., ... ..	83°
Do, Maximum, ... ..	84°
Do, Minimum, over night, ... ..	79°
Barometer—9 A.M., ... ..	29.982
Do, 4 P.M., ... ..	29.910

## Shipping Intelligence.



